



AIRPORT: Snohomish County/Paine Field (PAE)

ASSOCIATED CITY: Everett

ARC: D-V

REGION: Central Puget Sound

AIRPORT DATA AND FACILITIES

Paine Field is located in Snohomish County, six miles southwest of Everett. The Airport has 494 based aircraft, including 430 single-engine, 50 multi-engine piston-powered, 2 turboprops, 8 turbojets, and 4 helicopters. The latest available data indicate that Snohomish County/Paine Field had a total of 198,932 annual operations.



Paine Field has three runways. Runway 16R-34L is 9,010 feet long, 160 feet wide, has a grooved asphalt surface, and is equipped with pilot controlled high intensity runway lights and centerline lighting. Runway 16R is equipped with precision approach path indicators. This runway is also equipped with medium intensity approach lights (MIRL), which, in conjunction with an instrument landing system, provides the runway with a CAT I precision approach. Other approaches to Runway 16R include NDB and GPS non-precision approaches. Runway 34L has a GPS non-precision approach, vertical guidance to which is provided by visual approach slope indicators. The Airport has a control tower which is staffed on a part-time basis.

Runway 11-29 is 4,504 feet long, 75 feet wide, has an asphalt surface, and is equipped with MIRL. Vertical guidance to each runway is provided by visual approach slope indicators.

Runway 16L-34R is 3,000 feet long, 75 feet wide, has an asphalt surface, and is equipped with MIRL. Both runway ends are equipped with runway end indicator lights, while vertical guidance to each runway is provided by precision approach path indicators.

A published VOR or GPS-B approach provides guidance to the Airport, but not to a specific runway end.

ECONOMIC IMPACTS

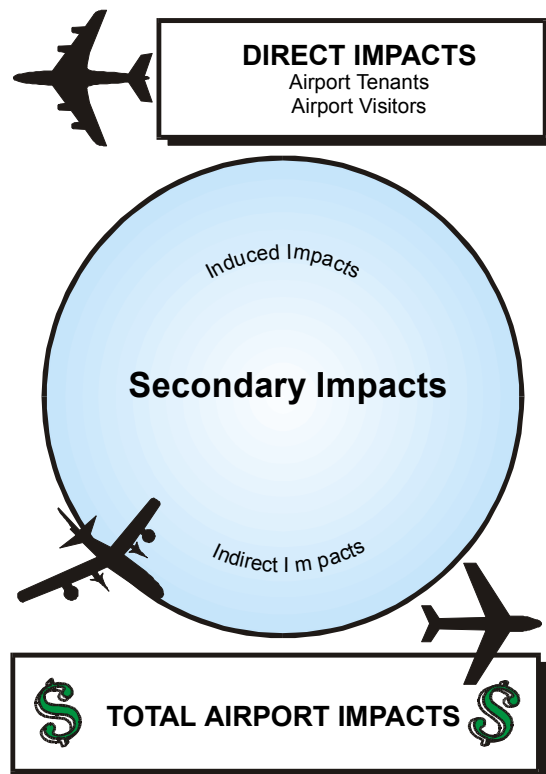
The economic impacts of Washington's airports were calculated using a methodology which has evolved over the past decade and is nationally recognized as the standard for conducting economic impact studies of airports. The methodology is consistent with analytical models used by the Federal Aviation Administration (FAA), and employs the use of direct survey information





and an input/output model (IMPLAN) as developed by the U.S. Department of Commerce to determine multipliers specific to the state of Washington for “secondary” economic impacts.

Types of Economic Impact - This study identified and examined those aviation activities at the public use airports in Washington that created economic impacts. These impacts are generated in three ways: **1) Direct**, **2) Indirect**, and **3) Induced Effects**. Combined, the three impact types yield the total economic impacts of an airport, as described below:



DIRECT ECONOMIC IMPACTS

These economic impacts occur as a consequence of providing aviation services. These impacts usually occur at the airports, and comprise the financial expenditures by firms which carry passengers (air carrier, air charter or air taxi) or cargo; firms which serve the air carrier and general aviation functions (airport tenants); governmental agencies which support aviation; ground transport firms; and others. In every instance, the impacts include only expenditures where the recipient is located within each airport's service area.

The aviation-related businesses located at the Snohomish County/Paine Field Airport are Allsomm, BFGoodrich Aerospace, BLR-Boundary Layer Research, The Boeing Company, Cannon Aircraft Interiors, Crown Aviation, Fliteline Services, Inc., Juliet Fox Aviation, NorthWay Aviation, Regal

Air, Sunquest Air Specialties, Boeing, Boeing Flightline Store, Hertz Rent-a-Car, Stonebrook Suites, and Holiday Inn. General aviation operational activity at the airport accounted for nearly 48,900 passengers and visitors. The total combined direct economic output of airport patrons, passengers and visitors, as well as the airport tenant, to the airport was \$48,364,175. These first-round expenditures at the airport accounted for 630 jobs with combined wages of approximately \$12,948,715.

INDIRECT ECONOMIC IMPACTS (Secondary Impact)

These economic impacts occur as a result of the use of aviation service. They include the regional expenditures made by air passengers who visit the region (at hotels, restaurants, ski facilities, etc.); expenditures by the region's residents associated with their use of aviation; and expenditures by firms having economic activity which is dependent on the airport. These





indirect economic impacts accounted for \$10,395,967 of indirect output while providing \$3,618,933 in indirect wages.

INDUCED ECONOMIC IMPACTS (Secondary Impacts)

The "indirect" and "direct" impacts represent increases in regional final demand. Such increases do not represent total economic impact; there is also a "multiplier" effect. This multiplier effect comprises the local value of money as it circulates through the local economy and as individuals or firms associated with airport business buy goods and services in the local economy. Induced impact for the Snohomish County/Paine Field Airport was \$9,963,823 while providing \$3,209,265 in induced employee compensation. Each airport's total economic impact is the sum of the three types of impacts.

TOTAL ECONOMIC IMPACTS

The total economic impact across the state were quantified by adding together the direct, indirect and induced impacts for each airport, and interpreting, comparing, and presenting the results.

The output of the IMPLAN model enabled the presentation of total economic impacts by airport in terms of three economic impact measures: 1) jobs (employment); 2) earnings (payroll), and; 3) economic activity (output). Each of these was determined based on individual multipliers per industry categories. In each case, total impacts include the aviation sector itself, as well as the "multiplier effect" of the aviation sector. The impacts were estimated using Year 1998 data.

All three indicators of economic impact are useful; however, the monetary measures should not be added together, as discussed below:




- **Jobs (Employment)** - The number of employees who are employed in the aviation industry, plus the aviation-oriented share of those that are employed in sectors that support the air passenger (hotels, restaurants, etc.) plus those employed in the industries included in the multiplier effect impacts. The number of jobs attributable to an industry is always greater than simply those in the industry itself, due to the "re-spending" of money. . Total employment impact was approximately 905 jobs.
- **Labor Earnings (Payroll)** - The sum of the wages and salaries to all employed persons that the aviation industry pays, directly or indirectly, to deliver the output of final aviation demand. Earnings Impacts are always included in the Economic Activity totals, so they should not be summed with the Economic Activity impact. Earnings are a very conservative proxy for "value added." Earnings may be greater or less than the Direct and Use values depending





on the industry type. Total earnings impact generated by Snohomish County/ Paine Field was \$19,776,914.

- **Economic Activity (Sales Output)** - The value of the aviation final demand (aviation or airport service), plus the "multiplier" effect (the sum of all of the intermediate goods and services needed to produce the aviation final demand, plus the induced impacts of increased household consumption). Total economic activity equals the sum of intermediate demands, consumption demand, government demand, investment demand, and net export demand. Economic Activity is always larger than both the Direct and Use values because it includes the multiplier effect. The total economic impact generated by Paine Field is totaled at \$68,723,965.

	Direct Impacts	+ Indirect Impacts	+ Induced Impacts	= Total Impacts
Jobs (Employment)				
	Number of Jobs Supported	Number of Jobs Supported	Number of Jobs Supported	Total Number of Jobs Supported
	629.7	138.3	135.4	905.4
Labor Earnings (Payroll)				
	Annual Salary Supported	Annual Salary Supported	Annual Salary Supported	Total Annual Salary Supported(Dollars)
	\$12,948,715	\$3,618,933	\$3,209,265	\$19,776,914
Economic (Sales Output)				
	Contribution to Economy (Dollars)	Contribution to Economy (Dollars)	Contribution to Economy (Dollars)	Total Contribution to Economy (Dollars)
	\$48,364,175	\$10,395,967	\$9,963,823	\$68,723,965

SUMMARY

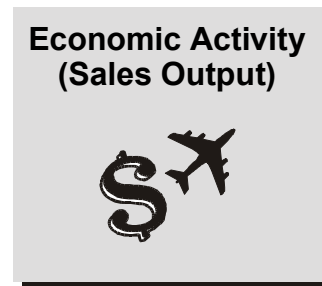
On an annual basis, Snohomish County/Paine Field Airport's tenants and its visitors in Snohomish County, Washington contribute the following total annual economic benefit:



Total 905.4



Total \$19,776,914



Total \$68,723,965

